

THE SHIPBUILDERS OF THOMASTON. II -- SAMUEL WATTS

Maine produced a number of partnerships and a few individuals and corporations who built up important fleets of wooden sailing vessels. In most cases the actual ownership of the vessels was rather widely distributed, the master owning an appreciable interest, ship-chandlers and brokers in ports to which the vessels traded often investing in small shares, the sailmaker, rigger, and master carpenter usually taking another fraction, and most of the rest being taken up by people in the nearby towns with money to invest -- money that usually represented dividends from their ownership in older vessels.

Marine insurance was commonly ignored, shareholders spreading their risks by having small equities in a fair number of craft; deductions for depreciation and even maintenance were also ignored, so that operating profits were distributed as fast as they accrued, usually at the end of each paying voyage. Repairs were on a pay-as-you-go basis; severe repairs might be followed by an assessment of the part owners, and moderate repairs by many months with no dividends.

Reinvesting of dividends in new construction was the equivalent of maintaining a depreciation account; however we should keep this requirement in mind when interpreting the earning figures that have been handed down to us from the wooden ship days. New vessels in good times often paid dividends of 30% yearly on their first cost; but part of this amounted to a return of capital, and part should be allowed against the insurance risk. Not all sailing ship owners became rich.

The managing owners of shipping, the men in whose names the vessels are entered in the register books, seldom owned even a majority in the vessels flying their houseflags. Edward O'Brien was the rare exception; more often 3/16 or 5/32 might be the managing owner's share. Most Maine managing owners specialized in either coasting schooners or deep water square-riggers after 1860. The Sewalls of Bath, however, and a few others had coasters among their fleets of Cape Horn traders; and Samuel Watts of Thomaston operated both types in nearly equal numbers.

The Watts line in America goes back to 1719, when William Watts came to Boston during the wave of Scotch-Irish immigration. His second son, Samuel, was born on Long Island in Boston Harbor and moved to St. George, Maine; and Samuel's oldest son was Captain Joseph Watts (1773-1841).

Most of the Wattses followed the sea: it is stated that of the over 100 shipmasters hailing from Thomaston in 1883, 25 were named Watts. Captain Joseph contributed his share to this total, and his 9th child, born at St. George on 3 Oct. 1812, was Samuel Watts.

At 15, young Samuel "hired out" for \$6 a month. The following year he received \$8, and for his fourth year he was paid \$10 a month. At 19, in the family tradition, he shipped out as cook in the brig PENSACOLA. Within four years he was master of Edward O'Brien's new brig HECTOR, which he sailed for 15 months, finally losing her on Gay Head. Then he took the brig ANN MARIA for J.H. Counce, and from her went to O'Brien's new JEFFERSON for two years. During the '40's, he took a succession of new O'Brien brigs and barks from the stocks: MONROE, CLARISSA, ELLIOT, FRANKLIN, and PARIS. Then he had the brig McMAIN, ship JAMES NESMITH, ship FRANKLIN KING, and the new Damariscotta-built ship WESTERN EMPIRE.

Captain Watts already was a partner in the Thomaston firm of O'Brien, Watts & Co. (Edward O'Brien, Samuel Watts, and Wm.C. Burgess), and in 1851 he quit the sea to attend to his shore interests. In the next few years his firm built the ships S. CURLING and VESPER, following which, as already related, both O'Brien and Watts withdrew in 1855, each to continue building on his own account. The following vessels were built

CONTENTS OF THIS ISSUE

IRISH PENNANTS.....	27
MORA: FIRST FOUR-MASTED BARKENTINE?..	28
BALTIMORE SHIPPING IN 1868.....	28
TRINITY HISTORIES OF EAST COAST	
FOUR-MASTED SCHOONERS: APPENDIX... .	29
SAILING SHIP NEWS.....	30
CURRENT BIBLIOGRAPHY.....	30
U.S. THREE-MASTED SCHOONERS OF THE	
ATLANTIC & GULF COASTS, PART I....	31
SAILING VESSELS BUILT IN THE	
UNITED KINGDOM, 1884.....	33

by Samuel Watts after 1855:

YEAR	RIG	NAME	OLD GROSS
1856	Ship	BARNABAS WEBB	1299
1857	Ship	BOLINA	1198
1858	Ship	JOSEPH FISH (1st)	1199
1860	Ship	COLONEL ADAMS	1314
1862	Ship	GENERAL McCLELLAN	1349
1863	Ship	GENERAL BERRY	1197
1864	Ship	MONTPELIER	1458
1865	Ship	HENRY L. RICHARDSON	1623
1866	Ship	JOSEPH FISH (2d)	1262
1866	Ship	L.P. GILLCHREST	1157
1867	Ship	KENDRICK FISH	1326
1868	Ship	JANE FISH	1493
1869	Bark	KATE HARDING	714
1869	Ship	LORENTO FISH	1945
1870	Ship	SAMUEL WATTS	2035
1871	Ship	ELIZA McNEIL	1583
1871	3mSch	ANNIE BLISS	334
1872	3mSch	HATTIE TURNER	295
1872	3mSch	MARY A. POWER	497
1873	3mSch	CATHIE C. BERRY*	319
1873	3mSch	GRACE BRADLEY	557
1873	3mSch	F. L. RICHARDSON	514
1874	3mSch	THOMAS R. PILLSBURY	527
1874	3mSch	JOSEPH SOUTHER	380
1874	Ship	ABNER I. BENYON**	2043
1875	3mSch	C.W. LEWIS	322
1875	Ship	H.S. GREGORY	2020
1876	Ship	JOHN T. BERRY	1420
1877	Ship	ALFRED D. SNOW	2075
1877	Ship	LEVI G. BURGESS	1616
1879	Ship	SNOW & BURGESS	1655
1881	3mSch	NELSON BARTLETT	670
1881	Ship	JOSEPH B. THOMAS	1938
1882	Ship	CYRUS WAKEFIELD	2013
1883	3mSch	ELBRIDGE SOUTHER	692
1883	Ship	R. D. RICE	2263
1883	3mSch	HORACE O. BRIGHT	681
1884	3mSch	HENRY SOUTHER	715
1884	3mSch	JOHN K. SOUTHER	776
1885	4mSch	WM. J. LERMOND	887
1886	4mSch	SIDNEY G. HUPPER	974

*ex J.T. BENYON. **rn. ALFRED WATTS

In addition, Samuel Watts served as managing owner or agent of several other vessels, including his old command JAMES NESMITH, the ship JUVENTA of 1855; the bark MUTUAL, 611 tons, built by T.P. Burgess at Warren in 1860, of which he took 1/8 of hull and spars at \$40 a ton, and sold in Liverpool in 1863 for £5150; Burgess, O'Brien's bark MARTHA A. McNEIL; the 551-ton bark LEONIDAS, built at St. George in 1866; and the schooner JUNE BRIGHT, built at Bath by William Rogers in 1882.

In building BARNABAS WEBB and BOLINA, Watts was associated with Alexander Mc Callum, a native of Warren. Thereafter Samuel Watts operated independently until joined by his brother Alfred. Captain

Tonnage Alfred Watts (1816-1882) had taken the JUVENTA from the stocks, next the BARNABAS WEBB, and then the GENERAL McCLELLAN. Then he also retired from the sea to join Samuel, managing the shipyard and taking a small share in each vessel.

The earlier Watts ships were built by master carpenter John Hilt, who had previously built for O'Brien, Watts & Co. The MONTPELIER, in 1864, was built by J. Small, and then for several years Watts dealt with the firm of Patterson & Watts (John A. Patterson and Joseph Watts; brothers-in-law) as contract builders. Their last product was the JOHN T. BERRY in 1876, following which John Hilt again conducted operations in the Watts shipyard, constructing all the later vessels including the R.D.RICE. Who was responsible for the schooners is not now certain, although Niven Mehan is listed as builder of the SIDNEY G. HUPPER in 1887. Samuel Watts owned a yard on the St. George River at Thomaston, but at times, when building was brisk, would lease another site. The usual method of building was for S. Watts & Co. to enter into a contract with the master builder to turn out a vessel of a given model and size, to class with Bureau Veritas, at a price agreed on per ton, builders' measurement, for hull and spars. Separate contracts were made with riggers, sailmakers, etc., and stores, boats, cabin furnishings, and sundry articles purchased to fit the vessel for sea. Meanwhile prospective part-owners were found, and the various shares to be distributed were agreed upon. The amounts that Samuel and Alfred Watts took themselves varied widely. Samuel had 22/64 of the first JOSEPH FISH, 3/16 of BARNABAS WEBB, 14/64 of GENERAL McCLELLAN, 5/8 of MONTPELIER, 11/32 of HENRY L. RICHARDSON, 12/32 of the second JOSEPH FISH, 1/32 of the SAMUEL WATTS, 3/32 of ELIZA McNEIL, 1/4 of MARY A. POWER, 3/16 of THOMAS R. PILLSBURY, 9/64 of H.S. GREGORY, 2/64 of JOHN T. BERRY, and 5/16 of KENDRICK FISH, to give only a few examples. Alfred Watts owned 1/8 of KENDRICK FISH, MONTPELIER, and GEN. McCLELLAN, and 1/16 of most of the other square-riggers. Samuel Watts and Edward O'Brien each owned 5/32 of the L.B. GILLCHREST.

After the building of the R.D.RICE -- "lovely and lofty", as Masefield described her -- which was the last full-rigger built in Thomaston, the Watts yard was taken over by Ashburn Brothers, whose fleet will be described in a later story in this series.

As the ship names indicate, Joseph Fish of Waldoboro was a shareholder in many Watts vessels, generally with a 16th. More sub-

stantial interests were held by the partners in Snow & Burgess, shipbrokers of New York City, and management of several of the vessels was transferred to them a few years after launching. The senior partner, Ambrose Snow, and the junior partner, Captain Joseph Swift Burgess, had both been born in Thomaston or Warren in 1813, and the latter was the older brother of Wm. C. Burgess of Burgess, O'Brien & Co., and the father of Levi G. Burgess. Alfred D. Snow, Ambrose's son, was with his father's firm, and later with the New York house of W.R. Grace & Co.

The Watts agents in Liverpool were more transplanted Thomastonians, R.L. Gillchrest & Co., Levi B. Gillchrest being a member of that firm as well as J.S. Burgess' brother-in-law.

Captain Samuel Watts married Clarissa Mills. They had no sons who grew up, but raised three daughters. One, Mary Jane, sometimes helped her father with his accounts, and died at Thomaston at 98.

Sarah married Capt. John B. Emerson of Boothbay, who took her as a bride in 1867 on a voyage to Yokohama in the ship VALLEY FORCE. She became ill on the outward passage and they returned to San Francisco by steamer, but she died at Oakland in 1868. The third daughter, Emma, married Charles W. Lewis, a lumber merchant of Boston. Their son, Samuel Watts Lewis, has furnished much of the information in this account.

Capt. Emerson commanded at various times the L.B. GILCHREST, JOHN T. BERRY, KENDRICK FISH, and ELIZA McNEIL. Captain Alfred Watts' only son, Edward Brown Watts, commanded the KENDRICK FISH and later the ABNER I. BENYON. Matthews in "American Merchant Ships" states that Capt. James Watts, who lost the JOHN T. BERRY, was a son of Samuel Watts, but this is in error; his father was another James Watts. Two of Samuel Watts' grand-nephews commanded schooners: Samuel Watts 2d, who had the NELSON BARTLETT, SIDNEY J. HUPPER, and later Washburn Bros'. CHARLES L. DAVENPORT, and Joseph W. Watts in the JOSEPH SOUTHER and the Washburns' MARTHA T. THOMAS. This by no means exhausts the list of Watts masters in Watts vessels.

Samuel Watts moved his residence to Boston in the early 1880's, but kept his Thomaston house for a summer place. On his retirement in 1897, Baring Bros. wrote: "We sincerely regret that your account, which is one of the oldest of our New England names, should be closed." Captain Watts died at Boston in 1900.

A ship of 1248 tons built at Thomaston in 1855 by Stetson, Gerry & Co., had been

named SAMUEL WATTS, but she was managed by her builders, and Samuel Watts probably owned only a small share in her, as he did in many other Thomaston vessels around that time.

Of the earlier Watts vessels, BARNABAS WERF was sold in London in 1863; BOLINA was lost on Berry I., Bahamas, 12 Nov. 1857; GENERAL BERRY was sold to Amsterdam owners in 1874, renamed AUGUSTE, and was finally abandoned at sea in March 1891 under the Norwegian flag. JOSEPH FISH of 1858 went missing in May 1862 after leaving Rangoon for Falmouth; COL. ADAMS was sold to Liverpool owners in 1882 and lost by fire the year following; MONTPELIER was sold at auction after being aground at Rangoon in July 1872. HENRY L. RICHARDSON, like several other Watts vessels, was sold to German owners for the barrel-oil trade; she was renamed FRITZ in 1881, and 20 years later became the barge GASTON of Baltimore, serving in that capacity for another dozen years.

(to be continued)

IRISH PENNANTS

FORT LARAMIE NOT A BARKENTINE

Winston Langdon reminds us that FORT LARAMIE (LC 2:4) was a six-masted schooner, not a barkentine. There is a photo of her on p.306 of Villiers' "Sea Dogs of Today". ***

NEW NATIONAL FLAG FOR CEYLON

The design that has been chosen for the new national flag of Ceylon is basically that of the old Tamil kings -- a square red flag with a golden lion carrying a sword erect in his right forepaw, facing the staff, and enclosed in a single gold tressure -- to which is added two vertical stripes, green next the staff for the Moslems, and saffron next to it for the Tamils. Final approval still is awaited.

THE NEW ZEALAND MARINE NEWS

Under the above title the New Zealand Ship & Marine Society publishes a bimonthly mimeographed publication of information on the merchant and naval shipping of New Zealand, which is now in its second year.

Membership in the Society is open to anyone interested in the field, and dues for residents of North America are \$1.50 per year. Address J.P. Barrett, Esq., Hon. Secretary, 57 Para Street, Miramar, Wellington E 4, New Zealand.

Recent issues of the "N.Z. Marine News" have included several interesting accounts of sailing in New Zealand coasting schooners, as well as much current information on steamers, naval vessels, and hulks.

MORA: FIRST FOUR-MASTED BARKENTINE?

Mr. Frank Thober of Nutley, N.J., an indefatigable searcher among classification society registers, has sent us some listings of a vessel called MORA, with the suggestion that she belongs in the list of East Coast four-masted schooners. From what we can find of her, however, we are more inclined to use her to head up a list of four-masted barkentines.

The MORA was originally the U.S. Navy gunboat AGAWAM, built at Portland, Maine, near the Gas Works, by George W. Lawrence. George Pierce of Portsmouth was her master builder. She was to have been sent down the ways on 20 April 1863, but mutton tallow had been used to grease them "instead of the proper material", and she was not launched until 1 PM of the 21st.

A double-ended side-wheeler of 205 x 35 x 11½ ft., the AGAWAM cost the government \$157,000. She was scheduled to proceed to the Portsmouth Navy Yard after receiving her machinery, and was commissioned 9 March 1864. She was armed with 2 rifled 100 pdr. Parrots, 4 smoothbore Dahlgren 9-inchers, and four smaller pieces, all of which she used in action against rebel batteries in the James between 14 July and 4 Aug. 1864. On 31 Mar. 1867 she was decommissioned at Norfolk and her machinery was taken out, and on 10 Oct. her hull was sold at auction to James Power of Norfolk for \$3700.

Power seems to have resold her to a Capt. Gibson of Boston, who had her towed to Baltimore during the first week of April 1868. Here his agents, Hatch, Loud & Co., put the hull in Booz Bros. yard at Canton, and she was rebuilt as a sailing vessel especially designed for the lumber trade. In May her name was changed to MORA, and on 3 July she sailed for the River Plate with a cargo of naval stores and lumber shipped by C.M. Stewart, with Capt. J.A. Mitchell in command.

The MORA went down the Bay in tow of the steamer MARY SHAW, but was reported on the 6th as arriving at Fortress Monroe, leaking badly. She was towed back to Baltimore by the tug RESOLUTE, arriving on 13 July. She sailed again on 30 August, and thereafter passes from our view, except for the register entries. Strangely enough, although all the marine reports indicate that she was an American vessel, no document can be found for MORA at the National Archives. We have searched and the Archives staff has searched, without results, so that no

official description of her rig is available. The "Record" for 1872 and 1873 describes her as a four mast schooner of 637 tons, owned by O. Danica of New York; while "American Lloyds" for 1873 calls her a four mast barkentine of Montevideo, no owner or master being listed.

The Baltimore "American", without ever specifying the number of masts, usually referred to her as a bark, but changed this to barkentine on three occasions. The "Sun", was more liberal with the designation barkentine, and on 14 July, the day after she put back from Fortress Monroe, took the occasion to remark that she was an unusual sight with her four-masted rig.

Unless there was some unrecorded change in plan, however, an earlier "Sun" story pretty definitely clinches her rig as that of a four-masted barkentine. On 11 May a city item in the "Sun" told of her being in the Booz yard (and incidentally correctly predicted that she would go out to the Plate and remain there), remarking that "she is now being transformed into a sort of nondescript, a four-masted schooner with the foremast square-rigged."

Thus there seem to be three American "firsts" among these rerigged gunboat hulls: the ELIZA ex-OSCEOLA, first four-masted schooner on the Atlantic; MORA ex-AGAWAM, first four-masted barkentine; and the HATTIE C.BESSE ex-GENESEE, first American vessel with two masts square-rigged, two schooner-rigged. These three were almost sister ships in their dimensions, and were contemporaneous in their conversion to sail, all three having been sold at auction between 1 Oct. and 10 Oct. 1868.

BALTIMORE SHIPPING IN 1868

Pursuing MORA, we turned up two items concerning Baltimore that may be of interest. In the Spring of 1868, barge loads of lumber (white pine) arrived at Baltimore directly from the Great Lakes, without trans-shipment, for the first time. Two canal boats, the MIMICOLA of Buffalo, and the Ithaca-built JNO. VAN BUREN JR., were redocumented at Baltimore in June and August 1868, and were very likely concerned in this trade.

The other note concerns the arrival of German immigrants, 300 or 350 at a time, at Baltimore in German sailing vessels. There was such an arrival every week or so during this period. Some of the newcomers stayed at Baltimore, but most went on to the westward via the Baltimore & Ohio Railroad.

CORRECTIONS AND ADDITIONS TO THUMBNAIL HISTORIES OF THE EAST COAST 4-MASTERS

Pages indicated are those on which the original history was given.

Pages 94 and 118.

- ADDIE M. ANDERSON KHPG 15 Feb. 1899 total loss, Narragansett Pier, R.I.
 AGNES MANNING (2d) KLMR Ex GEORGE TAULANE. Dec. 1916 sold to Liverpool owners.
 Listed in "Lloyd's Register" till 1923.
- ASBURY FOUNTAIN KGVH Laid up May 1911; register abandoned 30 Sept. 1914.
 Page 118
- C. B. CHURCH KCSC Nov. 1889 lost on voyage Baltimore to Boston.
 C. S. GLIDDEN (1st) KMDC 1 Nov. 1897 lost on Mullet Shoals, Florida.
 C. S. GLIDDEN (2d) KNSG 16 March 1903 lost on Cape Lookout Shoals, N. Carolina.
 Page 119
- CHARLES E. BALCH JWGH Lost on Chandeleur I., La., November 1901.
 CHARLES L. DAVENPORT KGVH Bn ASBURY FOUNTAIN: see above.
 CHARLES DE ROUVRÉ ex KHJD Ex MAJOR PICKANDS; abandoned at sea 1918 or 1919.
 CHARLES WHITTEMORE KVBN Hulk in Boston harbor, 1931.
 CLARA GOODWIN KFBH Lost: document surrendered 31 Dec. 1904.
 COMMACK LKRW Laid up at Brooklyn, N.Y., 1926.
 Page 127
- EBENR. HAGGETT KHVG 10 Nov. 1902 lost in 33-25 N, 73-13 W.
 EDNA M. CHAMPION KLWM Missing since 12 Oct. 1895, bound for Port Tampa, Fla.
 EDWARD L. SWAN LSCJ About 1940 became breakwater at Astoria, Long I., N.Y.
 EFEU ex KWLC Ex FLORENCE M. BELDING; owned Skien, Norway.
 ELIZABETH RUTH LMPJ As FLYING CLOUD engined 1922; scrapped 1927.
 ELIZABETH T. DOYLE KSQJ 30 July 1918 foundered off Diamond Shoal, S.C.
 ELVIRA J. FRENCH KHLV Lost at sea 15 Sept. 1904.
 Page 128
- F. & T. LUPTON KGBW Renamed ORANAIS; still owned in Oran, Algiers, 1929
 FANNY ARTHUR KJTH 14 Dec. 1898 lost in 37-10 N, 65-54 W.
 FLORENCE C. MEGEE KJQV 25 Feb. 1894 lost near Bodie I. Light, North Carolina.
 FLORENCE M. BELDING KWLC Rn. EFEU; see above.
 FLYING CLOUD ex LMBJ Ex ELIZABETH RUTH. Engine went into a new FLYING
 CLOUD, now FANTOME.
- FRANCIS C. YARNALL JVSD 27 April 1898 foundered in gale 100 mi SE of Hatteras.
 GENL. E. S. GREELEY KWP Rn MONTENEGRÖ; foundered in February 1918.
 GEORGE BAILEY KHLN Abandoned in 41-05 N, 57-19 W; document surr. 4 March '01.
 GEORGE TAULANE KLR See AGNES MANNING above.
 GEORGE C. THOMAS KQMS Lost at sea in February 1903.
 Page 129
- GRACIE D. BUCHANAN KFDM Wrecked at Nassau Inlet, Florida, 10 Feb. 1910.
 HAROLDINE KCMQ Lost on Florida coast; document surrendered 8 Jan. 1898.
 Page 130
- ISAIAH HART KNIM Lost at sea; document surrendered 9 March 1900.
 JAMES JUDGE KGVN 16 Oct. 1904 total loss, Palm Beach, Florida.
 JAMES G. BEECHER KGTD 13 Jan. 1901 wreck abandoned at Wood Cay, Grand Bahama.
 JAMES W. FITCH KHDT Burned at sea 18 Dec. 1901.
 JOAN KIELEBERG LJKS Listed through 1944 as barge of St. John, N.B.; "reco-
 vered wreck."
 Page 131
- JOHN F. RANDALL KJMG Founded off Fire I., N.Y., about 3 Feb. 1902.
 JOHN K. SOUTHER KGEF 11 March 1902 founded on Bahama Banks.
 JOHN W. LINNELL KJNB 27 Oct. 1903 lost at sea.
 JONATHAN BOURNE KBSH Total loss; document surrendered 30 June 1896.
 LEONA F. DIXON KHRV As MONHEGAN lost Florida Reef, Fla., 16 March 1902.
 LIZZIE J. PARKER KPJM 26 Jan. 1901 wrecked on Courtown Key.
 Page 141
- M. VIVIAN PIERCE LSCJ Rn. EDWARD L. SWAN; see above.
 MAJOR PICKANDS KHJD Rn. CHARLES DE ROUVRÉ: see above.
 MARGARET (see p. 58) KMVG 26 March 1897 lost 7 mi E of C. San Antonio, Cuba.
 MARJORIE KHSG 15 Feb. 1899 lost on Timbalier I., Louisiana.
 MARY E. H. G. DOW (2d) KLWH Register abandoned at Key West 8 June 1916.

MONHEGAN KHRV Rn. Nov. 1891 from LENA F. DIXON: see preceding page.

MONTENEGRO ex KLWP Ex GENL. E. S. GREELEY; founded in February 1918.

N. E. TURNER (p. 63) Hulk at St. Georges Harbor, Bermuda, 1936.

ORANAIS ex KGBW Ex F. & T. LUFTON; see preceding page.

PENDLETON BROTHERS KPLC Lost at sea 28 November 1902.

SALLY WREN LJDQ Ashore in a disused channel, west coast of Bermuda; floated but condemned; hulk at St. Georges, 1936.

SIDNEY G. HUPPER KDVN Wrecked at Grand Turk in a hurricane, Sept. 1888.

VICTORY KWLC 1909 rn FLORENCE M. BELDING; 1916 Norwegian EFEU, of Skien.

(Information in the above was received from Messrs. R.H.I. Goddard, R.H. Burgess, J.W. Johnson, J.W. Somerville, S.W. Lewis, and W.J.L. Parker, supplementing records at the Bureau of Customs and National Archives.)

SAILING SHIP NEWS

ARGUS, Port aux. 4m.sch. 10 Sept left Davis St. for Portugal; was at Pta. Delgada 23 Sept. Alan Villiers aboard; see N.Y. "Times" for 16 Oct. 1950.

BANKFIELDS, hulk. Ex Br.bk JAMES BEAZLEY, built 1876. Hulk since 1908. 7 June sunk off Fremantle by RAAF planes.

C.A. THAYER, 3m.sch. Last week in August arr Poulsbo with 195,000 Bering Sea cod.

CHIQUIMULA, aux. 4m.sch. Built Portland, Ore., 1917. Sold by auction at Mobile in Feb. 1939 for \$275. Still laid up near there in advanced state of old age.

CITY OF NEW YORK, Hond. aux. 3m.sch. 17 Aug. arr Providence R.I. 3d 4hr from Yarmouth N.S. with lumber. 25 Aug. arr New York to load coal for Yarmouth. Half page of interesting photos in Boston "Herald" for 20 Oct., showing her unloading lumber at Lynn, incorrectly calls her ex BEAR OF OAKLAND.

CONSTITUTION, USS. Navy announces 100 M feet from a stand of red oak near Fairfax, Va., will be worked up for rebuilding her. Red oak used to be rated lower than pitch pine, yellow fir, or Bay shore spruce for durability; perhaps the Bureau of Ships intends to use some chemical preservative.

DERWENT, barge. Built at Dumbarton 1884 as Br. ship; 1927 bought by Gulf Barge & Towing Co., New Orleans. Fall 1949 scrapped at Mobile or New Orleans.

DOON, barge. Built as bark at Glasgow, 1877. 1917 bought by Horace Turner, Mobile. Register abandoned in 1933. Remains, sunk nearly out of sight at Mobile, were raised a couple of years ago and scrapped.

HOMeward BOUND, Can. barge. Oct. 1950 arr Seattle to be scrapped.

LUTTERWORTH, N.Z. hulk. Built Hartlepool 1868 as ship; hulk since 1906. 26 June sunk off Wellington by RNZAF planes.

NORTHERN LIGHT, aux. sch. Recently lying at Baltimore; has been sold for trading Baltimore-Bermuda and taken to the island for refit.

OCCIDENT, N.Z. hulk. Built Glasgow 1889 as ship; hulked 1902 after fire at Suva. 22 March 1949 sunk off Wellington by 5 RNZ naval vessels.

PAMIR, Finn. 4m.bk. 8000 rats were killed on her while unloading 4200 tons of barley at Penarth, 22 Aug. 1950.

PUAKO, Can. barge. Ex 4m.bktn. At Victoria, June 1950.

RETRIEVER, 3m.bktn. Built Seabeck, Wash., 1881; abandoned at sea 15 March 1920; 2 months later picked up and taken to Papeete; later towed to Auckland; last fragments at Pine I. were blown up by RNZ navy in June 1950.

(With thanks for items to N.T. Allen, G.P. Jones, H. Huycke, J.H. Burlinson, R.H.I. Goddard, R.H. Burgess, and Capt. P.A. McDonald)

CURRENT BIBLIOGRAPHY

BROWN, Alexander Crosby, "Grand saloons" of 19-th Century American steamboats, Antiques, pp. 100-102, Aug. 1950. Ill.

CALKINS, R.H., "High tide; the story of Seattle's waterfront", Marine Digest, commencing 30 Sept. 1950. Reminiscences of the former Seattle "Times" shipping editor.

KEMBLE, John H., "A hundred years of the Pacific Mail", Mariners' Mus. Pub. no. 19, 25 pp., 1950. (repr. from Amer. Neptune, v. 10, pp. 123-143, April 1950) Ill.

MODEL SHIPWAYS, "Scale ship model kits and fittings; 1951 edition." 25¢; 476 Main St., Fort Lee, N.J. Their new catalog, with a new kit of the sloop GJØA.

THREE-MASTED SCHOONERS BUILT ON THE ATLANTIC AND GULF COASTS OF THE U.S.

Name	Tons	Place	Builder	Date
			YEAR	
ADAMS	370	Essex, Mass.	Arthur D. Story	Fndrd. off Bermuda Dec. '33.
W. J. COLLE	450	Pascagoula, Miss.	M.M. Flechas	Fndrd. Key West Dec. 1930.
FAIRHAVEN	216	Fairhaven, Mass.	New Bedford D.D. Co.	Register abnd. July 1929
				1920
FURUSTRAND (Aux)	460	Milton, Fla.	Sta. Rosa Mar. Corp.	Rn. ALATGA: Norwegian.
GAVIOTA	287	Catano, P.R.	Aveline Rios	Wrkd. San Juan, Nov. 1932
HARPIET B.	447	Essex, Mass.	Owen Lantz & Co.	Wrkd. New Bruns., Mar. '25.
LEONA & MARION	313	Machias, Me.	Job Shipyard Corp.	Canad. '37; lost Feb. '38.
LILLIAN E. KERR	548	Pocomoke City, Md.	E. James Tull	Later 4-master: see p. 131
LINCOLN	405	Essex, Mass.	Arthur D. Story	Register abnd. 1929.
NETHERTON	318	Machias, Me.	Job Shipyard Corp.	Canadian.

1919

CITY OF TARPON

SPRINGS	159	Tarpon Springs, Fla.	E. Macrenaris SB Corp.	Foreign, Sept. 1920.
DOUGHBOY (aux)	219	Pensacola, Fla.	F.F. Bingham	Foreign, 1920.
IRACES (aux)	436	Milton, Florida	Deepwater Ship Co.	Colombian BASTIDAS, 1927.
J. K. MITCHELL	383	Millbridge, Me.	Sawyer Mitchell Co.	Fndrd. Aquim, Haiti, '26.
J. W. SOMERVILLE	547	Pocomoke City, Md.	E. James Tull	Aux. MASSAUVIAN, 1923.
LADY MARIAN	431	Tampa, Florida	Gulf S.B. Co.	Barge '30; reg. abnd. '34.
NOMIS (aux)	460	Pensacola, Fla.	Pensa. Vessel Const. Corp.	Lost Hatteras '35.
PALAFIX (aux)	663	Pensacola, Fla.	Palafix S.B. Co.	Barge '25; reg. abnd. '33.
RACHEL	528	Moss Point, Miss.	Jn. de Angelo & Sns.	Wrkd. Louisiana Jun. '33.
SUSAN B.	455	Essex, Mass.	Owen S. Lantz	Fndrd. Nov. 1924.

1918

ADA CLIFF	510	Boothbay Harb., Me.	East Coast Ship Co.	Rn. FREDERICK J. LOVATT
AVIATOR (aux)	264	Essex, Mass.	Arthur D. Story	Lost Newfoundland Nov. '24.
EDWARD A. BILLINGS	334	Keenebunkport, Me.	Norton & Clark	Rn. MATHILDE; sld. for. '19.
ELEANOR TAYLOR	706	Brunswick, Ga.	Brunswick S.B. Co.	Sold British Sept. 1929.
EMILY (aux)	417	Pensacola, Fla.	Bullock & Caldwell S.B. Co.	Reg. abnd. 1922.
FLECRAS	482	Pascagoula, Miss.	M.M. Flechas	Reg. abnd. Feb. 1937.
FLORENCE HARVEY	340	Tampa, Florida	Gulf S.B. Co.	Lost Jan. 1922, La. coast.
GENEVA KATHLEEN	583	Beaumont, Tex.	Tarver S.B. Corp.	Mar. '30 lost Cayman I.
LOHOCLA	791	S. Jacksonville, Fla.	Hillyer-Sperring-Dunn Co.	Missing Oct. '19.
LOUISA M.	412	Essex, Mass.	Owen S. Lantz	Dec. '20 lost N.C. coast.
MARIA (aux)	407	Pensacola, Fla.	Bullock & Cald. SB. Co.	Sold Norwegian 1920.
PRISCILLA ALDEN	404	E. Boothbay, Me.	Adams S.B. Co.	'23 yacht ROCINANTE; aux. 1929 sold to Russia.
RENA A. MURPHY	483	Mobile, Alabama	Alabama ED & SB Co.	Mar. '24 lost Cuban coast.
SANTA ROSA	695	Milton, Fla.	Sta. Rosa Mar. Co.	Lost at sea May 1928.

1917

CHARLES B. WIGGIN	311	Kennebunkport, Me.	Charles Ward	1918 French aux. M.F.A.
EL GALLO	630	Howland & Nelson; Beaumont, Tex.		Oct. '17 lost at Tampico.
FRANK A. MCNEY	574	Rockland, Maine	F. Cobb Co., Inc.	May '41 lost Bahamas.
CASPI (aux)	262	Essex, Mass.	Arthur D. Story	BEATRICE of St. Pierre '23.
CHARLOTTE A. SOMERVILLE	556	Gulfport, Miss.	T.M. Favre	Oct. '21 fndrd. G. Mexico.
CLYNN	669	Brunswick, Ga.	Brunswick Mar. Const. Co.	Sold foreign 1917
HELIAS	581	Westlake, La.	Clooney Const. & Tow. Co.	Abnd. nr. Azores '19.
IRMA	614	Westlake, La.	Clooney Const. & Tow. Co.	Lost N. Car. Apr '25.
LUCY EVELYN	374	Harrington, Me.	Frye Flynn Co.	1949 store, N. Jersey.
MARGARET L. ROBERTS	535	Phippsburg, Me.	F. S. Bowker & Son.	Submarined Nov. 1917.
MARIE (aux)	172	Essex, Mass.	Owen S. Lantz	Sold foreign 1920.

1917 (continued)

NELLIE	122	Tampa, Florida.	Tampa Stm. Wys Co.	'26 New Orl. rot. ferry
PUSEY JONES NO. 1	418	Steel auxiliaries built by		VICTOR.
PUSEY JONES NO. 2	398	Pusey & Jones Co., Wilmington, Del.	Later Italian MARIA	
PUSEY JONES NO. 3	398	for Norwegian		
PUSEY JONES NO. 4	418	owners.		Later Italian SVAM I.
GRAND TURK	540	Millbridge, Me.	Sawyer Bros.	Lost Mex. coast Nov.'24.
JAMES M. W. HALL	572	Phippsburg, Me.	F. S. Bowker & Son.	Sold British Dec.'29.
NAT L. GORTON	225	Essex, Mass.	Arthur D. Story	Sold foreign 1925.
OLIVETTE	226	Essex, Mass.	Arthur D. Story	Sold foreign 1917.
VERDA E. TURNER	449	Westlake, La.	Clooney Const. & Tow. Co.	Sold foreign 1919.
(Aux)				
GEORGE S. SMITH	577	Phippsburg, Me.	F. S. Bowker & Son.	Lost Quebec Nov. 1919.
PALATKA	441	Palatka, Fla.	Surles Bros. & Denton.	'17 rn BILLY MARTIN; exempt, 1927.
ALBERT H. WILLIS	567	Phippsburg, Me.	F. S. Bowker & Son	Sold Canadian Oct.'37.
JESSIE	166	Millbridge, Me.	Sawyer Bros.	Lost Cuba, August 1916.
TARRATINE	289	Rockland, Me.	I. L. Snow & Co.	Lost Dom. Rep., Dec.'15.
WILLIAM M. CRITCHETT	544	Phippsburg, Me.	F. S. Bowker & Son	Lost Bahamas July 1917.
EDWIN G. FARRAR	556	Phippsburg, Me.	F. S. Bowker & Son	Sold British Sept. 1927.
R. B. WHITE	481	Millbridge, Me.	Sawyer Bros.	Missing 1916.
EDWARD R. SMITH	565	Phippsburg, Me.	F. S. Bowker & Son	Lost Virginia cst. Jan.'43.
GEORGE B. CLUETT	210	Tottenville, N.Y.	A. C. Brown & Sons	Sold foreign 1917. (aux)
GEORGE N. REED	493	Seaford, Del.	Seaford M. Ry. Co.	Lost N. Car. June 1916.
GRANVILLE R. BACON	385	Bethel, Del.	Bethel M. Ry. Co.	Lost Rhode I., Dec.'33.
MARY E. ESKRIDGE	378	Seaford, Del.	Seaford M. Ry. Co.	Lost N. Car. Dec. 1911.
REEDVILLE	235	Pocomoke City, Md.	E. James Tull	Sold foreign 1920.
HUGH DE PAYENS	416	Rockland, Me.	I. L. Snow & Co.	Fndrd. Cuba Sept. 1919.
WILLIAM E. LITCHFIELD	543	Phippsburg, Me.	F. S. Bowker & Son	Burned N. Bruns. Mar.'32.
FRANK E. SWAIN	433	Camden, Me.	R. L. Bean	Rn. ERMINIE '16; sld. for. 1919.
FRANK M. LOW	542	Camden, Me.	R. L. Bean	Burned S. Car. cst., Feb. 1912.
G. J. CHERRY	533	Phippsburg, Me.	F. S. Bowker & Son	May'27 fndrd C. Hatteras.
RICHARD W. CLARK	503	Phippsburg, Me.	F. S. Bowker & Son	Sold foreign 1919.
RICHMOND	288	Sharptown, Md.	Sharptown M. Ry. Co.	Lost Florida, Sept. 1926
CALHOUN E. ROSS	438	Milford, Del.	Wm. G. Abbott S. B. Co.	Lost Bahamas July 1917.
FRANK BRAINERD	254	Rockland, Me.	Cobb Butler & Co.	Lost off Bermuda Dec.'36.
FRANK B. WITHERBEE	504	Phippsburg, Me.	F. S. Bowker & Son.	Sunk in collisn. Oct.'13.
MYSTIC	259	Mystic, Conn.	Gilbert Trans. Co.	Missing 1916.
(actually HCPE HAYNES of 1680 rebuilt)				
ANTOINETTE	299	Phippsburg, Me.	F. S. Bowker & Son	Lost Mexico, Nov. 1916..
FRANCES V. SAWYER	399	Millbridge, Me.	Sawyer Bros.	Lost Haiti, Jan. 1917.
HORACE M. BICKFORD	503	Phippsburg, Me.	F. S. Bowker & Son.	Nov. 1925 foundered at sea
WAVERNOCK	325	Rockland, Me.	I. L. Snow & Co.	Jan. 1929 lost Maine cst.
FANNIE PRESCOTT	404	Stonington, Conn.	W. J. Baker	Submarined Oct. 1917.
HERBERT MAY	384	Phippsburg, Me.	F. S. Bowker & Son.	Lost Florida Feb. 1922.
ISABEL B. WILEY	776	Bath, Maine	New England Co.	Submarined June 1918.
JAMES T. MAXWELL JR.	589	Millbridge, Me.	Sawyer Bros.	1916 rn ANNIE M. MURPHY,
MARIE THOMAS	122	Milton, Del.	Geo E. Megee (Aux.)	Burned at Milton, Dec.'10
SAWYER BROTHERS	347	Millbridge, Me.	Sawyer Bros.	Sold foreign 1919.

*lost Gulf of Mexico, May'23.

NOVEMBER 1950

SAILING SHIPS BUILT IN THE UNITED KINGDOM, 1884

(All IRON unless otherwise noted)

COWDEN LAW	Ship	Campbell, Mackintosh & Bowstead, Newcastle. 1650 David Law, Glasgow	Jan. 1885 lost by fire
OTTERSPool	Ship	Palmer's Co., Newcastle 1850 S.S.C. Ltd. (R.W. Leyland & Co.), L'pool.	Burned 1900
SCOTSMAN	Bark	938 G.M. Gardiner, Liverpool	Sold Belgian 1887
BOSWEDDAN	Sch	J. Redhead & Co., South Shields 228 R. Boynes, Penzance	Missing Oct. 1886
GENERAL PICTON	Bark	S.P. Austin & Son, Sunderland 1243 Thomas Morris, Aberystwith	Sept. 1889 lost by fire
MAELGWYN	Bark	W.J. Duxford & Sons, Sunderland 1276 R. Thomas & Co., London	Abandoned 25 Jan. 1907.
MOEL TRYVAN	4m. Ship	1691 W.E. Jones, Carnarvon	
WESTWARD HO	Bark	1612 R.H. Gayner, Sunderland	
BILLE		J. Laing, Sunderland	
LOEVA GUAITECAS		Ripumonti & Rumbit, Valparaiso.	At Rio Jan. 1948
LADY WOLSELEY	Bark	North of England Shipbuilding Co., Sunderland 1286 T. Beynon & Co., Newport.	1910 broken up, Holland
BANKDALE	Bark	Osbourne, Graham & Co., Sunderland 1864 William Just & Co., Liverpool.	Jan 1889 lost by fire.
BANKHALL	Bark	1764 William Just & Co., Liverpool.	
ROSA M.		L. Mortala, Genoa.	1922 broken up, Savona.
SAMANCO	Bark	William Pickersgill & Sons, Sunderland 860 S. Wakeham & Sons, Liverpool	
SANT' ANTONIO	1914	P. Agostino, Genoa	
SNOWDROP	Bark	634 J. Tedford & Co., Belfast	
MARTHE-MARGUERITE	1899	M. Rozier, Nantes	Sunk 1917.
FLORENCIA	Bktn	Sunderland Shipbuilding Co., Sunderland 453 Mrs. E.M. Langworthy, Maidenhead.	
CARL	Bark	R. Thompson & Sons, Sunderland 995 Carl Winters, Elsfleth.	Wrecked 1914, Norway cst.
APOLLO	Bark	N.W. Gray & Co., West Hartlepool 1198 Adolf Schiff, Elsfleth	Broken up 1923, Sunderland.
FRITZØE	Bark	1171 Akties Australia, Larvik.	Missing, April 1894.
LODESTAR	Ship	1173 J. Lidgett & Sons, London	
VIVA	1908	Knöhr & Burchard, Hamburg H. & A. Hanssen, Arendal	1919 owned in Italy.
PACORE	Ship	Richardson, Duck & Co., Stockton 2154 William Rome, Liverpool	
SONGVAAR	1911	S.O. Stray & Co., Kristiansand.	Wrecked April 1912
GALGATE	Ship	1745 Chadwick & Pritchard, Liverpool.	Burnt 1887/8.
MANK KING	Ship	1751 R.G. Carran, Castletown, I.O.M.	Submarined July 1918
SUDBOURN	Ship	1744 C.W. Kellock & Co., Liverpool	Sunk 1890.

ALEXANDRA	Ship	Oswald, Mordaunt & Co., Southampton 2521 John Coupland, London
CLAVERTON		J.G. Leckie
ALBERTSTELLA	1920	S.A. Ital.di Nav."Stella d'Italia", Genoa. Broken up 1923
ALLERTON	Ship	2030 S.I.S.A.Co.Lim.(R.W.Leyland & Co), L'pool. Hulked 1910
CAWDOR	4m.Ship	2426 J.Houston, Liverpool. Hulked Corkibon, 1911.
CONDOR	4m.Bk 1919	A. Navagas, San Sebastian Foundered Jan. 1920
COUNTY OF CLARE	Ship	1538 R.J.Swyny, Liverpool
SYLFD	1911	N.Panelius, Raumo. 1923 broken up, Raumo
ELLISLAND	4m.Ship	2426 J.Houston, Liverpool Missing 1910
MANYDOWN	Ship	2436 E.Bates & Son, Liverpool
CAMBRIAN PRINCESS	1904	W.Thomas & Co., Liverpool
ALESSANDRA	1914	A.Piaggio, Genoa Submarined March 1918
GAYTON	Bark	C.Hill & Sons, Bristol 974 David Duncan, Liverpool. Wrecked 1888, Dutch cst.
JOHN LOCKETT	Bark	R. & J. Evans & Co., Liverpool 841 W.& J.Lockett, Liverpool Submarined April 1917.
EUSEMERE	4m.Ship	W. H. Potter & Sons, Liverpool 2720 Fisher & Sprott, London Lost 1890, coast of India
HOLT HILL	4m.Bk	2523 S.I.S.H.H.Co.Lim(W.Price & Co), L'pool. 1889 wrecked.
HUTTON HALL	Ship	2052 Herron, Dunn & Co., Liverpool
PO	1907	S.A.Riccardo Gualino & Piaggio, Genoa
PEGASUS	4m.Ship	2631 W.T.Dixon & Sons, Liverpool 1912 broken up, Reval.
RELIANCE	4m.Ship	2631 W.T.Dixon & Sons, Liverpool Burned out at Iquique.
RICART DE SOLER	1907	S.Soler, Valparaiso
IBERIA	1916	J.Laguna, Barcelona
ANTONIA MUMBRU	1918	D.Mumbru, Barcelona Broken up, 1924.
CALISTOGA	Ship	Thomas Royden & Sons, Liverpool 1913 Nevins, Welsh & Co., Liverpool
SIERRA CADENA		Thompson, Anderson & Co., Liverpool
PRINCE GEORGE	1906	Alfred Andresen, Oslo.
SVEDANA	1920	J.Asmussen, Copenhagen Broken up, 1925
CELTIC MONARCH	Ship	2119 Parry, Jones & Co., Liverpool Dismasted, 1910.
JAMES ROLPH	1919	James Rolph, Jr., San Francisco. Broken up 1935, Bay Pt.
CORONA	Ship	2047 Macvicar, Marshall & Co., L'pool. Lost 1885.
DUCHESS OF ALBANY	Ship	1793 W.& R.Wright, Liverpool. Wrecked July 1893.
GLENLUI	Ship	1894 W.Alexander & Co., Liverpool
VERA CRUZ (barge)		Texas Co., Port Arthur 1918 wrecked at Tampico.
EARL OF CHATHAM	4m.Bark	Barrow Shipbuilding Co.Lim., Barrow 2141 Earl of C.Shp.Co.Lim. Lost 1885, Anglesea.
EUTERPE	4m.Bark	2129 B.Wencke Sohne, Hamburg. Sept.1902 lost in explosion.
HARTFIELD	Ship	Whitehaven Shipbuilding Co., Whitehaven 1867 J.B.Walmsley & Co., Liverpool. Missing 1907.
CUMBERLAND	Ship	R. Williamson & Son, Workington
MATER MISERICORDIAE		1849 T.Williamson, Workington (IRON frame; STEEL plating). Dismantled 1924.
LANCASTER CASTLE	Ship	1923 Fratelli Dufour, Genoa. 2134 L.C.Ship.Co.Lim.(J.Chambers & Co.), Liverpool
MARGRETHA	1901	(Hamburg) Sunk in collision 1909.
KALEDA (Wood)	Bktn	Troon Shipbuilding Co., Troon 212 T. Steele, Ayr
VOLADOR (Wood)	Bktn	213 T. Steele, Ayr.

LOG CHIPS

35

NOVEMBER 1950

BROWNRIGG	4m. Ship	Russell & Co., Port Glasgow & Greenock.	Greenock yard.
CLACKMANNANSHIRE	Ship	2375 John Houston, Liverpool	1883 wrecked near Hull.
ROBERT	1923	1583 Thomas Law & Co., Glasgow (German)	1923 broken up, Germany
FALLS OF EARN	4m. Ship	2786 S.F.E. Co. Lim(Wright & Breakenridge), Glasgow.	Lost 192.
GENERAL ROBERTS	4m. Ship	1997 L.Davies & Co., London.	
HAFSFJORD	1905	A.F.Klaveness, Sandefjord.	1925 broken up.
KIRKUDBRIGHTSHIRE	Ship	1583 F.Law & Co., Glasgow.	Hulk 1922; scrapped 1935.
MAIN	Ship	1691 J.Nourse, London	
VANSE	1911	J.Samuelson, Farsund.	Lost December 1917.
PORT CHALMERS	Ship	1568 Crawford & Rowatt, Glasgow.	Lost March 1886, Cornwall.

Port Glasgow Yard

FALKLAND HILL	Ship	1468 J.R.Dixon, Glasgow	
MELVILLE ISLAND		Stuart Bros., Glasgow	
MAJANKA	1911	M.Bruusgaard, Drammen	1923 broken up, Germany.
GULF STREAM	Bark	1458 A.L.Polson, Glasgow	Missing 1911.
HADDINGTONSHIRE	Bark	1175 T.Law & Co., Glasgow.	Lost 1885, California cst.
MORFCAMBE BAY	Bark	1170 Hatfield, Cameron & Co., Glasgow.	Missing 1891
RIVER FALLOCH	Ship	1637 W.D.Denny, Glasgow	
AVENIR	1909	S.Bruusgaard, Drammen.	Later Italian.
SILBERHORN	4m. Ship	1920 J.R.de Wolff & Son, L'pool.	Missing 1907.
WYNNSTAY	Ship	1674 D.W.Davies & Co., L'pool.	Wrecked July 1910, W.C.S.A.

BARREMAN	Ship	Robert Duncan & Co., Port Glasgow	
CLAN ROBERTSON	Ship	1452 Thou & Cameron, Glasgow	Posted missing July 1887.
MALETTA	1908	1703 Thomas Dunlop & Sons, Glasgow.	
EARL WEMYSS	Ship	M.Bruusgaard, Drammen	1923 broken up.
GALATEA	Ship	1498 A. McAllister, Glasgow	Sept. 1888 sunk in collision.
		1753 C.S.Caird & Co., Greenock.	Wrecked June 1898.

GLEN AFTON (Steel)	Bark	W. Hamilton & Co., Port Glasgow	
DEKA	1909	1166 Dundee Shipowners Co.(W.O.Taylor & Co.), Dundee	
BA	1913	Grefstad & Herlofson, Arendal	
JUSTICIA	1924	A/S Ba (Th.Bryvig), Farsund	
PALGRAVE	4m. Ship	L.S.Biccinino, Bolivia	Not in 1925 register.
		3187 Builliers	Lost March 1903, W.C.S.A.

VALE ROYAL	Bark	Murdoch & Murray, Port Glasgow	
MANUREWA		371 Capt. George Wood, London.	
		R.G.Holmes, Sydney, N.S.W.	Missing October 1922.

BRITISH ISLES	Ship	2454 British Ship-Owners Co.Lim., Liverpool (STEEL)	
TIGRE (barge)	1921	Nav.Gen.Ital., Buenos Aires	
OLIVOS		Coal bulk, Buenos Aires	
CAIRNSMORE	Bark	906 Nicholson & McGill, Liverpool (STEEL)	
HOFVID (Aux)	1916	A/B Nordiska Lloyd (H.Modin), Stockholm.	Wrecked March 1918.
SIERRA MIRANDA	Ship	1888 Triinder, Anderson & Co., Liverpool (STEEL)	
MARIA BORGIS	1921	Brown, Willis & Co., Panama.	March 1922 foundered.

APERFELDY	Bark	1340 G.Cowper, Greenock.	1887 lost in collision.
BRAMMAR	Bark	1078 Thomson, Dickie & Co., Glasgow.	Broken up, 1924.
DERWENT	Ship	1970 Devitt & Moore, London.	Broken up as barge, 1949.
MICROSS	Bark	930 John N.Ward, Fleetwood	Lost by explosion, 1892.
TROOP	Ship	1583 Troop & Son (St.John), Liverpool.	Lost June 1910.
		Birrell, Stenhouse & Co., Dumbarton	
BENVENUE	Ship	2090 Watson Bros., Glasgow.	Lost Nov.1891, Eng.Channel.

MIDDLESEX	Ship	Barclay, Curle & Co., Glasgow 1834 George Marshall & Sons, London. Missing 1896.	2100 001
SAINT CUTHBERT	Bark	1027 Alexander Rae, Liverpool. Foundered Oct. 1907.	1000 001
ULMICA	4m. Ship	1972 Hendry, Ferguson & Co., Greenock. Lost Jan. 1897.	1000 001
DUNOLLY	Ship	Charles Cornell & Co., Glasgow 1549 John Brown, Glasgow	1000 001
AVON		J. Course, London. Missing April 1918.	1000 001
WENDUR	4m. Ship	2046 A. McKay & Co., Glasgow March 1912 wrecked. Scillies.	1000 001
LOCH TROOL	Bark	Govan Shipbuilding Company, Glasgow 1438 J. Sproat, Liverpool Hulked at Rio de Janeiro.	1000 001
EDINBURGHSHIRE	Bark	A. Stephen & Sons, Linthouse, Glasgow. 1343 T. Law & Co., Glasgow.	1000 001
SANT' ANNA	1694	Italian. Broken up, 1929	1000 001
GALATHEA	Bark	1253 A. C. LeQuellec, Bordeaux	1000 001
NEBO	1903	B.A. Olsen & Son, Lyngør. Abandoned, Nov. 1913.	1000 001
A. D. BORDES	4m. Ship	W. B. Thompson & Co., Glasgow 2356 A.D. Bordes & Fils, Bordeaux. Broken up 1923, Belgium.	1000 001
CRAIGPURN	4m. Ship	2065 R. Shankland & Co., Greenock. Lost May 1891.	1000 001
EARL OF DALHOUSIE	4m. Bark	A. Stephen & Sons, Dundee 1766 Builders. (STREL) Abandoned July 1901.	1000 001
TERRA NOVA	Stm. Aux. Bark	744 Builders (WOOD) Newfoundland sealer.	1000 001
HIGHLAND FOREST	Bark	Ramage & Ferguson, Leith 1040 Crane, Colvil & Co., Glashow. Lost April 1901.	1000 001
EMILY	Sch	P. Rodgers, Carrickfergus 113 T. Rayner, Runcorn. (WOOD)	1000 001
ALICE M. CRAIG	Bark	Workman, Clark & Co., Belfast 787 Bk. A.M.C. Co. Lim. (W.J. Woodside), Belfast. Lost 1893.	1000 001
CARMONEY	Bark	1299 C. Shp. Co. (Wm. Porter & Sons), Belfast. Submarined 1917.	1000 001
FORT GEORGE	4m. Ship	1756 Clark & Service, Glasgow. Missing 1908.	1000 001
MARTHA C. CRAIG	Bark	466 Bk. M.C.C. Co. Lim. (W.J. Woodside), Belfast. Lost 1897.	1000 001
WATCHMAN	Bark	467 W. Sh. Co. Lim. (J. Atkinson & Co.), Belfast. Missing '94.	1000 001
WORKMAN	Bark	337 W. Sh. Co. Lim. (J. Atkinson & Co.), Belfast.	1000 001

UNITED KINGDOM SHIPBUILDING, 1884

Only a half-dozen 1884 ships were later American. GUAYTECAS, like CALBUCO of 1885, was managed in New York under Panamanian registry during and after World War II.

CELTIC MONARCH, dismasted in 1910 and hulked at Valparaiso, was bought by James Rolph in April 1917, and was rerigged as the three-skysail-yarder JAMES ROLPH in 1919. GLENLUI came under U.S. registry as a barge in 1914 and was renamed PORT ARTHUR a year or so later. She was lost by hitting the Tampico jetty, 7 April 1918.

SIERRA MIRANDA was laid up at Newport News in 1921, and was put under Panamanian registry as MARIA BORGIS. She foundered in Hampton Roads on 27 March 1922.

DERWENT became a barge at New Orleans in 1927, after 23 years under the Norwegian flag. DUNOLLY, as AVON, was a River Plate trader, becoming American in 1914.

For the above material, we are indebted chiefly to Andy Nesdall, who has copied for us the launchings reported in "Lloyd's List" for 1884, and then checked them against the "Marine Engineer" launching lists, and Captain H. Daniel, who has verified the data from his extensive files and supplied most of the thumbnail histories.

PALGRAVE, 3187 tons, was by a large margin the biggest sailer of 1884. According to one account, she was laid down as a steamer; but this is unverified. HOLT HILL, 2523 tons, was the largest four-masted bark. BRITISH ISLES, 2464 tons, the largest ship; and GULF STREAM, 1458 tons, the largest bark.

Steel was just coming in and wood going out as shipbuilding material.